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INTELLIGENCE REPORT

SUBJECT Yugoslav Railroad System

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SUPPLEMENT

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1. Following a recent investigation of the Yugoslav railroad system by the Yugoslav Ministry of Communications the following changes were made effective 1 January 1947:

a. The stations of Belgrade, Zagreb, Ljubljana, Novi Sad, Slavonski Brod, and Crveni Krst (near Nish), shall remain exclusively passenger stations.

b. The stations at Crveni Krst, Nish, Novi Sad, and Slavonski Brod, shall be used only for local transshipment.

c. Stations which have served as freight terminals shall be organized as technical stations for the making up and dismantling of trains.

d. Stationary convoys are to be avoided so as to permit stations to carry out their daily schedules.

e. Organized loading and unloading of freight to be carried out in all other stations.

f. Larger cities should be divided into districts (in accordance with this order the Belgrade freight terminal was divided into sections which correspond to the seven administrative districts of the city) and that each section should handle its own freight traffic.

g. Industrial tracks which carry an average of less than 10 cars daily should be abolished because the maintenance is not economical.

2. The official explanation of the Ministry of Communications that additional freight is being distributed for the benefit of the people is believed by sources in Yugoslavia to be a cover for the transporting of supplies to military dumps.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

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